

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

April 1987

AIRCRAFT FEE BILL BECOMES LAW

Montana aircraft owners have successfully lobbied a major aircraft tax relief bill through the 1987 Legislature.

HB 512 will create a reasonable fee in lieu of the present property taxes, which are outrageously high. The new law will become effective January 1, 1988.

The fee will be based upon age and type of aircraft. The Montana Aeronautics Division will be responsible for the administration and will be required to return 90% of the fees collected to the counties where the respective aircraft are based. The remaining 10% will be retained by the Division for administration and enforcement of the new law.

Registration must be completed no later than March 1 of each year. Failure to register by the deadline will result in a penalty of five times the annual registration fee in addition to the fee. (The fee schedule is outlined below.)

Work on the legislation began over a year ago. The public relations firm of R.A. Howard & Associates and lobbyist John Semple were hired by the Montana Pilots Association and the Montana Aviation Trades Association to work with them in the effort. The Montana Aeronautics Division and Aeronautics Board also devoted considerable time in helping to draft and support the legislation.

Rep. Bob Ream, Missoula, introduced HB 512, and co-sponsors were Rep. Ted Schye, Glasgow; Rep. Bob Gilbert, Sidney; Rep. Ray Brandewie, Bigfork; Sen. J.D. Lynch, Butte; Sen. Allen Kolstad, Chester; and Sen. Bruce Crippen, Billings.

A special bill signing ceremony was held in the Governor's office and Governor Schwinden signed the bill into law.

II Morrow Appoints Elshire



Martin Elshire, Aerotronics, Billings, was recently appointed by Ray Morrow, president of II Morrow, Inc., to serve on the firm's advisory committee. Elshire is one of ten committee members chosen from avionics shops throughout the U.S.

The first meeting of the group was held on April 2-4. Discussions included aviation related problems with the Loran C, new products, IFR certification of newer units, and IFR approach modes, among other topics.

The group plans to meet twice a year.

AIRCRAFT REGISTRATION FEE SCHEDULE

	0-5 Years	6-10 Years	11-20 Years	21-30 Years	31-40 Years
Single engine, fixed gear, 200 HP & under	300	175	100	50	25
Single engine, fixed gear, over 200 HP	500	250	150	75	50
Single engine, retractable gear, 200 HP & under	600	300	175	100	75
Single engine, retractable gear, over 200 HP	700	400	200	125	100
Multi-engine, piston	800	500	250	175	150
Helicopter, piston	700	450	225	150	125
Single engine jet helicopter, prop jet	1,500	700	450	300	175
Multi-engine jet helicopter, prop jet	2,000	1,000	600	400	200
Jet engine—no propeller	3,000	1,500	800	500	250

Glider, ultralight, gyrocopter, balloon, homebuilt aircraft, antiques or any aircraft over 40 years old—\$20.

Administrator's Column

Aviation Users Trust Fund. According to the U.S. Treasury Department, the "users' trust fund" has now topped \$9 BILLION, the highest it has ever been in the history of the program. The U.S. General Accounting Office projects that this figure will reach about \$12 billion by 1991. Rep. Glickman (Kansas) has introduced legislation (HR 1293) that will suspend user taxes whenever the balance in the fund exceeds \$1 billion. Rep. Norman Mineta (California) has introduced a similar bill (HR 8) which will reduce the unfunded authorizations if they exceed the trust fund's uncommitted surplus and its estimated revenues. As I've said many times, this money was collected from the "users" to fund improvements in our airports and airways system. The Administration is holding OUR money hostage to falsely make the federal fiscal picture look better while the needs of our airports and airways are NOT being met.

* * *

Take Aviation Users Trust Fund Out of Unified Budget. Sen. Nancy Kassebaum (Kansas) has introduced a bill to remove the users trust fund from the federal budget process. This, of course, would solve most of the problems mentioned in the above article, as the Administration would have no incentive to continuously hold back our money to falsely show a reduction in the federal deficit. I would hope you agree with me on this issue. If you do, you could contact our Montana congressional delegation and express your feelings and maybe encourage them to support the above mentioned legislation.

* * *

FAA Administrator Resigns. Admiral Donald Engen, in his March 13 letter to President Reagan, submitted his resignation. This news, although regrettable, came as no surprise to the aviation industry, as there have been rumors to this effect for some time now. Major aviation organizations, for some time, have been highly critical of the DOT's Secretary Elizabeth Dole and her subordinates' constant interference in the operation of the FAA—even to the point of "blind siding" the Administrator on key issues on which they (DOT) have little or no expertise. Engen has been characterized as a "good soldier" by AOPA President John Baker, and there is little doubt that his loyalty is why he gave no reason for his resignation. I feel that Admiral Engen has been the most accessible FAA administrator we have had and that he is a true gentleman whose integrity is above reproach. I, along with most in the aviation industry, salute you, Admiral Engen, for attempting such a monumental, if not impossible, task and regret that you find it necessary to depart. We do, however, understand; and you should know that you will be sorely missed.

* * *

Aviation Mechanics. Aviation mechanics were praised by FAA Administrator Donald Engen during the recent Professional Aviation Maintenance Association's national conference for playing a significant role in their safety contributions to the best five years in aviation history. My congratulations also to all of you A&P guys and gals.



YOUR SHOULDER HARNESS

IF YOU'VE GOT IT—USE IT!

New BFR Rule Adopted

Effective January 1987, Biennial Flight Review (BFR) due dates are THE LAST DAY OF THE CALENDAR MONTH—not the actual date (two years later) from when the BFR was completed.

The rule now states: "no person may act as pilot in command of an aircraft unless within the preceding 24 calendar months he/she has" . . . completed a BFR.



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FLIGHT INSTRUCTOR REFRESHER HELD IN HELENA



Forty-nine CFIs attended this year's Flight Instructor Clinic sponsored by the Montana Aeronautics Division. The Clinic, held March 13-15, was taught by Cockrell Aviation Training. In the top photo are (from left) instructor Dr. Jerald Cockrell; George Fay, a United Airlines instructor and check pilot who covered the instrument portion of the course, weight and balance, and transport category operations; and Ray Tremblay, who taught about survival skills for the flight instructor, cold weather operations, and takeoffs and landings. Dr. Cockrell, in addition to his extensive aviation background, brings skill as a psychologist to the class in teaching teachers to teach effectively. Others offering presentations during the 24-hour course were Greg Mecklenburg, a designated examiner from Bozeman, who discussed problem areas on flight tests; Ron Waterman, FAA Accident Prevention Specialist, who spoke on collision avoidance; and Fred Hasskamp, who discussed ELTs and the SARSAT ELT detection system. In the bottom photo are some of the Montana CFIs who participated in the Clinic.

CALENDAR

May 9—99s meeting and Flying Companion Seminar, Kalispell.

May 11-15—Crash/Fire/Rescue School, Great Falls.

May 23-24—Jackpot Proficiency Run, Flathead Hangar, MPA.

June 15-July 3—Aerospace Teacher Workshops.

June 27-28—Diamond R Ranch Barbecue and Fly-In/Campout, Flathead Hangar, MPA.

July 17-19—Schafer Meadows Work Session.

July 24-26—Comprehensive Safety Program/Fly-In, West Yellowstone. More information to follow.

July 31-Aug. 7—EAA Convention and Fly-In, Oshkosh, Wisconsin.

Aug. 1—Barbecue Fly-In, Kalispell City Airport.

Aug. 1—Columbus Fly-In. Lunch, dinner, contests, dance. Call 322-5974 for more information.

Aug. 15-16—10th annual MAAA Fly-In, Three Forks. Contact Bud Hall at 586-3933 for more information.

Sept. 18-20—Mountain Search Pilot Clinic, Kalispell.

MAMA ELECTS OFFICERS

The Montana Airport Management Association elected new officers during their meeting in February at the Montana Aviation Conference.

Russell Pankey, manager of Missoula International Airport, was elected president of the organization. Elected vice president (A & B) was Monte Eliason, manager of Glacier Park International at Kalispell, with Don Rees, Sidney, elected vice president (B & C).

Those elected will serve two-year terms.

Joe Attwood, manager of Great Falls International Airport, takes over as executive secretary of the organization, replacing Bud Kelleher, Helena, who has served in that position for many years.



MORE CONFERENCE PHOTOS...



Concurrent sessions of special interest to airport managers included (top photo) Bruce Putnam, Billings, discussing federal issues of interest to airport managers, and Monte Eliason, Kalispell, conducting a session on airport promotion.



Dennis Newton, Seattle, test pilot and author, conducted well-attended sessions on severe weather flying.



Registrars, ticket takers, and general all-around "helper outers" were Cathy Hoyrup (left) and Ruth Anderson.



Visiting during a break are Bill Rogers (left), Lewistown, and Jack Hughes, Missoula.



The MPA Bent Prop Award was presented to Roger Phillips, Helena (right). The presentation on behalf of the MPA was made by Dr. Jerry Cockrell. The events outlined by Dr. Cockrell which led to Phillips' selection would indicate that he richly deserved the award.



Willy Rimby, Lewistown, was selected by the Board of Directors of MATA to receive the Lynch Award (FBO of the Year). This award is presented each year to an individual who has contributed to the promotion of general aviation in Montana over the years.



Mike Ferguson presents John Baker, president of AOPA, with a Montana Aeronautics Division wing pin following his address at the banquet on Friday night.



The Van De Riet Flight Safety Award is presented by Ray Van De Riet to Sparky Imeson (left). Sparky conducted sessions on mountain flying at the Conference and is well known throughout Montana for his instruction in mountain flying techniques. He has assisted the Aeronautics Division for several years by conducting his mountain flying seminar during their Mountain Search Pilot Clinic.



Members of the panel on aerospace education include (from left): Hal Bacon, Deputy Chief of Staff for Aerospace Education, CAP; Col. Howard Rice, Rocky Mountain Liaison Region, CAP; Noel Bullock, Regional Director of Aerospace Education, CAP; and Pete Hansen, manager of the Missoula Tower and Aerospace Education Facilitator, FAA.



Dr. Jerald Cockrell conducts a four-hour "Flying Friends" seminar for non-pilots. His appearance sponsored by the MPA, Dr. Cockrell also conducted two general sessions which "packed 'em in."



Receiving the Van De Riet Flight Scholarship at the Conference is Don Hall, Kalispell. Don is a student at Flathead High School and just this past month received his private pilot license. The presentation was made by Ray Van De Riet on behalf of Mrs. Ruth Van De Riet.



Hal Bacon, Deputy Chief of Staff for Aerospace Education, CAP, Maxwell AFB, Alabama, addresses the Saturday luncheon.



A smiling Mary Silitch, executive director of the Seaplane Pilots Association, poses beside the television set she won in a drawing during the Saturday luncheon.



Swapping pilot stories during a cocktail hour are Pat and Willy Rimby, Lewistown, and Gordon Sands, Havre.



Visiting during a luncheon are (from left) Chuck Foster, Seattle, retired director of the Northwest Mountain Region, FAA; Jim Houghton, manager, Helena Airports District Office; George Paul, FAA, Seattle; Susan Alexander, Helena Airports District Office; John Bishop, Seattle Area Safety Coordinator, Air Line Pilots Association; and Mike Ferguson, administrator, Montana Aeronautics Division.



Addressing the Saturday night banquet is Harry Combs, Vice Chairman of the Board for the Gates Learjet Corporation. Combs discussed his research and subsequent book on the Wright brothers and showed his film, based on the book, entitled "How Strong Is the Wind." He was presented with a Montana Aeronautics Division wing pin at the conclusion of his presentation.



An aerospace education panel for students, entitled "Anything You Ever Wanted to Know About Aviation," was conducted by (from left) Russ Pankey, director of Missoula International Airport; Fred Hasskamp, Montana Aeronautics Division; and Pete Hansen, manager of the Missoula Tower and FAA education facilitator. At right, Pete Hansen commands the rapt attention of a large group of youngsters of all ages.



Montana Aeronautics Division's Teacher Workshop directors attend a breakfast meeting. They are (from left): Carol Frederick, Billings; Dr. Stan Easton, Bozeman; Noel Bullock, Rocky Mountain Liaison Region, CAP, Lowry AFB, Colorado; JoAnn Eisenzimer, Great Falls; and Lanore Johnson, Helena. Directors unable to attend the meeting were Kristy Bick, Glendive, and Russ Larson, Kalispell.



Tom Zachary, manager, Continental Airlines, Missoula, congratulates Geneva Garvin, Missoula, who won the two round-trip tickets to Mexico donated by Continental Airlines.



Dr. Cockrell is presented with a book in appreciation of his contribution to the Conference by Mike Biggerstaff on behalf of MATA.



This bunch had a great time at the western night banquet.

AVIATION SAFETY SEMINARS CONDUCTED

BUTTE. . .



The Butte Hangar of the MPA sponsored a safety program at the Copper King Inn on March 10. A great turnout of 39 pilots saw a slide presentation on Collision Avoidance by Ron Waterman, FAA Accident Prevention Specialist. Waterman also explained the FAA Pilot Proficiency "Wings" Program which encourages pilots to qualify for a wings pin and certificate based on recurrent flight training on an annual basis and attendance at an aviation safety program. Fred Hasskamp, Montana Aeronautics Division, discussed airport traffic patterns at uncontrolled fields, common traffic advisory frequencies, proper radio frequency to use at different types of airports, tower, FSS, unicom, and no-radio fields, including the activation of radio controlled runway lights.

BILLINGS. . .



Sponsored by Corporate Air, a safety meeting was held at the Gillis Hangar in Billings on March 11. Approximately 150 Billings area pilots attended the program. Ron Waterman and Fred Hasskamp presented the same program as in Butte. In addition, a program concerning insurance in the general aviation industry was given by Carol Williams and Steve Hopkins of Billings. Bill Bartlett served as master of ceremonies and conducted drawings for a number of door prizes including a painting of geese donated by Rollins, Burdick and Hunter, and a complete private ground school course donated by Corporate Air.

EAA Scholarships Available

Students interested in aviation careers are invited and encouraged to apply for any of several scholarships available through the EAA Aviation Foundation.

The scholarships include grants for aspiring pilots, mechanics, and for a growing number of other professional fields. The program is open to all young people who are interested in an aviation career. Applicants should be individuals involved in school and community activities as well as aviation and should have established an academic record that will show an ability to successfully complete the academic activity for which they are requesting the scholarship.

Teledyne Continental Aviation Excellence Scholarship to an individual displaying the potential to become a professional in any field of aviation.

EAA Aviation Achievement Scholarships (2) to individuals active in sport aviation endeavors to further their aviation education or training.

The Bill Falck Memorial Scholarship to an individual who has demonstrated a continuing quality in personal academic and aviation pursuits.

The Wagner Foundation Professional Pilot Scholarship to an individual currently enrolled in an accredited A&P course in the United States.

The EAA Tri-State Aeronautical Engineering Scholarship to an individual exhibiting promise of successfully completing the four-year Aeronautical Engineering Program.

Spartan School of Aeronautics Scholarship for full tuition, books, and equipment to an individual seriously seeking a career as a pilot.

EAA/Allison Gas Turbine Engine Awards (2) for full tuition at General Motors Institute plus pay toward B.S. degree in mechanical or electrical engineering and work at GMI Engineering (cooperative program).

Herbert L. Cox Memorial Scholarship to individuals already accepted at or currently attending an accredited four-year college or university in pursuit of a degree leading to an aviation profession.

Applications for the scholarships and more information are available from the EAA Aviation Foundation, Education Dept., Wittman Field, Oshkosh, WI 54903-3065, phone 414-426-4800.

March SAR Activity

By: Fred Hasskamp, Chief
Safety and Education Bureau

Three SRSAT ELT reports were received. All were inadvertent activations at Baker, Billings, and Polson.

Two other inadvertent activations were located in helicopters at the Helena Airport. Two airborne reports included one reported by an airliner over eastern Montana and another reported between Missoula and Kalispell. Both went off the air before they could be located.

ATC reported an ELT which was located on Kalispell City Airport. An ELT at the Columbus Airport resulted from an aircraft accident there.

Two ALNOTs (alert notice) were received. One was overdue on a flight from Browning to Wisconsin. This was located at Dickinson, North Dakota. No flight plan had

been filed. The second ALNOT was on a flight overdue from Minnesota to Hamilton. Again, no flight plan had been filed. This was located at Livingston.

One INREQ was received from FSS for an aircraft late on a flight plan from Polson to Helena. The aircraft arrived safely in Helena more than an hour late based on flight plan time.

Missoula Goes International

As of April 1, the airport at Missoula officially became Missoula International Airport. U.S. Customs officers will be available 24 hours a day for those wishing to clear customs there.

A Washington Corporation jet was the first aircraft to be cleared through customs in Missoula on its return from a flight to Canada.

New Officers Assume MPA Duties

John Dove, Missoula, was elected president of the Montana Pilots Association at their meeting during the Montana Aviation Conference in February.

Other MPA officers include: Paul Palmer, Kalispell, western vice president; Willy Rimby, Lewistown, eastern vice president; Lisle Wood, Butte, western director; and John Rabenberg, Wolf Point, eastern director.

Serving as treasurer for the organization is Dave Gates, Black Eagle.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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